

The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 1323. 日九十月八年五十二緒光 SATURDAY, SEPTEMBER 23, 1899.

六拜禮 號三十月九年英港香

THIRTY DOLLARS PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1886.
CAPITAL (SUBSCRIBED AND PAID-UP) Yen 12,000,000
RESERVE FUND " 7,300,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBÉ.
NAGASAKI. LONDON.
LYONS. NEW YORK.
SAN FRANCISCO. HONOLULU.
BOMBAY. SHANGHAI.
TIENTSIN.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG AGENCY—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
On fixed deposits for 12 months at 5 per cent.

Hongkong, 1st August, 1899. [38]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Tael.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000

Head Office—SHANGHAI.

Branches and Agencies:
CANTON. HANKOW.
CHIEFOO. PEKING.
CHINKIANG. SWATOW.
FOOCHOW. TIENTSIN.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS:
3% per Annum Fixed Deposits for 3 months.
4% " " " 6 " "
5% " " " 12 " "
E. W. RUTTER,
Acting Manager.

Hongkong, 15th October, 1898. [1237]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital. £1,000,000
Paid up Capital. £324,374

HEAD OFFICE—HONGKONG.

Board of Directors—
Chan Kit Shun, Esq.
Chow Tung Shing, Esq. | Kwai Hoi Chuen, Esq.
D. Gillies, Esq. | J. T. Lau, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%
Hongkong, 30th May, 1899. [8]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

CAPITAL PAID-UP £800,000
RESERVE FUND " £800,000
RESERVE LIABILITY OF SHAREHOLDERS " £800,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " " 3 " "
" " " 3 " " 2 " "
T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 20th May, 1898. [31]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND " \$10,000,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:
R. M. GRAY, Esq., Chairman.
N. A. STEWART, Esq., Deputy Chairman.
E. Goetz, Esq.

A. Haupt, Esq. | J. Raymond, Esq.
R. H. Hill, Esq. | P. Sachse, Esq.
The Hon. J. J. Kewick, Esq. | E. Shellen, Esq.
A. McConachie, Esq. | R. Shewan, Esq.

CHIEF MANAGER:
HONGKONG—SIR THOMAS JACKSON.

MANAGER:
SHANGHAI—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
THOMAS JACKSON,
Chief Manager.

Hongkong, 19th August, 1899. [9]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER CENT. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on a FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION:
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1899. [10]

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
JAPAN, &c. *Yura** O. W. Gordon, R.N.R. 10 A.M., 25th Sept. Freight or Passage.
JAPAN *Candia** W. H. Haughton, R.N.R. 10 A.M., 25th Sept. Freight only.
SHANGHAI *Parvati** A. Symons About 29th Sept. Freight or Passage.
LONDON, &c. *Falthe** C. F. Preston, R.N.R. Noon, 30th Sept. Freight or Passage.
JAPAN *Rohitha** S. de B. Lockyer, R.N.R. 4 P.M., 30th Sept. Freight or Passage.
LONDON *Candia** W. H. Haughton, R.N.R. About 24th Oct. Freight only.

(Passing through the Inland Sea.) (See Special Advertisement.)
* *THE SHANGHAI* * *THE MARSHALLS*.

For Further Particulars apply to

Hongkong, 23rd September, 1899.

H. A. RITCHIE, Superintendent.

NEW BOOKS
At Moderate Daily Rates.

HONGKONG HOTEL.



"CANADIAN CLUB." RYE WHISKY.

Distilled and bottled by:
HIRAM WALKER & SONS, Limited.
Age and Genuineness Guaranteed by the Excise Department of the CANADIAN GOVERNMENT by Certificate over the Capsule of every Bottle.

Has the Largest Sale of any RYE WHISKY in the World.

CALDBECK, MACGREGOR & CO.,
WINE AND SPIRIT MERCHANTS.
SOLE AGENTS.

15, Queen's Road,
Hongkong, 5th September, 1899. [15]

CLUB WHISKY IS THE BEST.

\$12/600 PER DOZEN.

H. PRICE & Co.,
12, QUEEN'S ROAD.

Hongkong, 19th May, 1899. [20]

THE CLUB HOTEL, LIMITED.

No. 5-B, BUND, YOKOHAMA.

A FIRST-CLASS HOTEL Centrally situated, well furnished and supplied with excellent Cuisine and Good Wines.

The Company's Steam-launch attends the arrival and departure of all Mail Steamers.

Special attention paid to the Comfort of Visitors.

E. V. SJOEN, Manager.

Yokohama, 1st October, 1897. [36]

NEW FIRE GRATES, NEW SEWING MACHINES, HAND and TREADLE.

THE BEST AND CHEAPEST ON THE MARKET.
THE MOST POPULAR IN THE ORIENT.

W. POWELL & Co.,
Immed. Opposite P.O., 1st floor.

Intimation.

BRAIN-FAG!

WORRY, ANXIETY, OVER-WORK.

BRAIN-FAG is an expression used to convey the idea of that condition of the brain where it is tired, worn-out or broken down from various causes, such as worry, anxiety, over-work and excesses of various kinds. In cases of this kind, so common in this enervating climate, the first impulse is to resort to stimulants, which may give temporary relief, but wherever there is stimulation there is bound to be a reaction, which leaves the sufferers in a far worse condition than they were before. To this fact may be ascribed more than one half of the break downs which are so frequently brought to our notice in the Far East. A cup of

BOVRIL

bridges over the difficulty, and stimulates, strengthens, and sustains without any deleterious after effects.

BOVRIL IS

Prescribed by Medical Men throughout the World,
Used by all the Principal Hospitals,
Supplied to British and Foreign Governments, and
Sold by over 150,000 Customers throughout the United Kingdom alone,
And also in Every Civilised Country in the World.

AGENTS FOR CHINA:

Watkins, Limited.

Insurances.

IN 1897 THE NEW-YORK LIFE INSURANCE Co. (In 313 working days of eight hours each.) PAID TO ITS POLICY-HOLDERS

\$215

EVERY MINUTE:

\$7,751.38

EVERY HOUR:

\$62,011.04

EVERY DAY:

\$373,258.76

EVERY WEEK:

\$1,617,454.63

EVERY MONTH:

G. \$19,409,455.61

From January 1st to December 31st

Head Office for the EAST, SHANGHAI.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNHOLD, KARBURG & CO. and HIRLEY DALRYMPLE & CO.,
Agents, Hongkong.

1113a

KUHN & KOMOR, NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

JAPANESE FINE ART CURTOS,
21 & 23, QUEEN'S ROAD, HONGKONG,
35, WATER STREET, YOKOHAMA,
and
36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [42] Hongkong, 28th May, 1895. [18]

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN AND THE STRAITS SETTLEMENTS.

UNITED ASBESTOS CO., LD., LONDON, CONTRACTORS TO THE GOVERNMENT.

Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.

DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL AND CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, 1,350 feet above sea level.
CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK HOTEL.
Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summer with perfect protection against the North East Winds in Winter.
Well appointed rooms, attentive service and excellent Cuisine.

CITY OFFICE, 7, Duddell Street,
Hongkong, 4th January, 1899. [28]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHŒA, HEMORRHOGE and ULCERATION
of the BOWEL.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale
by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.

12th October, 1898. [1242]

THE EQUITABLE LIFE ASSURANCE SOCIETY OF THE UNITED STATES.

DECEMBER 31st, 1898.

Outstanding Assurance \$987,137,134.00
Assurance Applied for in 1898 198,362,617.00
Examined and Declined 30,318,878.00
New Assurance Issued 168,041,739.00
Income 50,249,286.78
Assets December 31st 1898 258,369,298.54
Assurance Fund 198,368,259.00
All other Liabilities \$2,169,550.27 201,038,809.27
Surplus 57,310,489.27
Paid Policyholders in 1898 24,020,623.42

STRONGEST IN THE WORLD.

The Surplus now amounting to more than \$60,000,000 belongs exclusively to Policyholders.

The Surplus of a Life Assurance Company is the Fund from which all Dividends MUST be paid.

The Equitable of the U.S. has by several millions Sterling the largest Surplus of any Life Assurance Company in the World.

DIVIDENDS. In the last 6 years the 'Equitable' paid Dividends to its Policyholders amounting to more than \$14,000,000, or nearly 1,500,000 more than the Company which came nearest to it.

Apply for Particulars of the Guaranteed Cash Value Policy, to the Society's Hongkong Office.

F. KIENE,
Acting Manager.

Hongkong, 18th September, 1899. [1188a]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING for the purpose of receiving the Report of the Committee and Statement of Account for the past year, Electing a Committee for the ensuing year and for the Transaction of General Business, will be held in the CITY HALL, on TUESDAY, the 26th instant, at 6 P.M.

SPECIAL GENERAL MEETING.

THE Committee convenes a SPECIAL GENERAL MEETING of the Members of the Society, to be held immediately after the Annual General Meeting, for the purpose of considering and passing certain alterations in the Constitution and Rules of the Society.

JAMES M. FORBES,
Hon. Secretary.

Hongkong, 16th September, 1899. [1184a]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, on SATURDAY, the 30th instant, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1899.

The TRANSFER BOOKS of the Company will be CLOSED from the 18th to 30th instant, both days inclusive.

DOUGLAS LAPRAIK & CO.,
General Managers.

Hongkong, 11th September, 1899. [1155a]

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTY-THIRD ORDINARY MEETING OF SHAREHOLDERS in the above Company will be held at the HEAD OFFICE, Victoria, Hongkong, on TUESDAY, the 10th October, at Twelve o'clock, NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 30th April last and of declaring Dividends.

The TRANSFER BOOKS of the Company will be CLOSED from 26th instant to the 10th October, both days inclusive.

By Order of the Board of Directors,
A. S. GARRELL,
Acting Secretary.

Hongkong, 14th September, 1899. [1189a]

ing under the native administration to compound for a less sum, the domestic trade will surely be diverted to vessels so privileged and that the monopoly so gained can be and will be used to secure the carriage of foreign goods from one port to the other, or to any point lying between them. So by an analogous reasoning it can be shown that in the event of our attempting to start any steamers under inland navigation rules to run beyond the precincts of the last treaty port, so surely will this differential treatment be extended to the goods carried in them.

We are only too well aware that nothing short of the abolition of the dual system of custom houses in vogue in China will provide an effectual remedy for the evils we complain of. We are not so sanguine as to entertain the belief that a workable tariff will ever be published by the provincial officials, but by insisting on the measures suggested in our covering letter to the Chinese Government will be so forced that it must ultimately result in the I. M. Customs being called upon to undertake the compilation of a general tariff applicable to the whole of the internal taxation of China, the maximum basis of which might be the 7½ per cent. (duty and a half) now charged on goods steamer borne between two treaty ports and which it is evident that the Inspector General's ruling is intended to protect.

Hongkong, 28th March, 1899.

(Further correspondence will be published in our next issue.)

THE PLAGUE.

Cases reported to 22nd instant 1467
Do. do. during past 24 hours 0

Total, 1467

Deaths reported to 22nd instant 1409
Do. do. during past 24 hours 1

Total, 1410

THE RECENT THIBETAN RIOT.

Three weeks ago a trustworthy correspondent informed us that a telegram had been received by the Alliance Mission regarding a riot at Pao-Ngan, on the borders of Tibet. Some fuller particulars are now to hand. It seems that about the first of July a large crowd of men suddenly appeared in the same Mission's compound at Pao-Ngan, armed with guns and swords. They commenced to smash windows and destroy the house, yelling all the time like furies to "kill the foreign devils." The foreigners happily escaped by a back entrance and ran to the Yamen, taking with them only what they had on. Here they were received and they thought they were secure, but as soon as the rioters had destroyed all the property and carried off the plunder, they returned to the Yamen demanding that Mr. and Mrs. Shields be handed over to them. They were put off for some time, but becoming more fierce the missionaries were told they had to go. The next day at 8 p.m. they started and travelled all night, making 120 li. They were guarded by soldiers. Thus they escaped and reached Lan Cheo, Kansu, safe but much shattered in nerves and strength.

They are now waiting the movements of the British officials at Peking, and it is to be hoped this case will be pushed vigorously, for if not much ground will be lost and missionaries on the border will fare badly. A vigorous policy is needed for all China. Will it ever come?—China Gazette.

THE "CHARLESTON" FIRED ON.

The Charleston was cruising up the coast last week and entered Subig bay, which is about thirty miles north of Manila bay. Subig bay is well adapted for a fortified naval station, and the Spaniards had an intention to construct extensive works there, but very little was ever done. The ship seems to have been some kind of fortification, however, for the Charleston soon found herself under the fire of a six inch or eight-inch battery. This opened fire so suddenly that the dispatch boat Zafra, which was with the Charleston, had a narrow escape, of being badly hit, and had to sheer off out of range, being an unarmed ship. The Charleston then closed in and engaged the fort bravely, with the result that after about half an hour the rebels ceased firing. The Charleston waited awhile, and, finding the fort apparently abandoned, went closer in shore to get a better view. Nothing much could be made out, and the cruiser turned to leave the place. As she was heading out of the bay, the rebels went back to their battery and gave her a parting shot, which struck the water within five yards of her. Altogether the Filipino marksmanship was much better than usual.

A miss is as good as a mile, however, and the report which we first heard, that the Charleston was hit and disabled, is fortunately untrue. We have seen a bigger ship than the Charleston sunk by a single six-inch shell. The Chinese protected cruiser Kiangyuen, a splendid specimen of modern naval architecture, built by Armstrong, was pierced by a Japanese shell, which went through her protective deck and set on fire her bottom, and she sank in ten minutes in Wei-hai-wei, North China, February, 1895. The Monterey and Concord have sailed today for Subig.

It is interesting to recall the last occasion when the rebel fort at Subig was in operation. A large number of Spaniards had taken refuge on a little island in the bay, and the Filipinos tried to shell them into surrender. The Raleigh and Concord looked in, took the Spaniards prisoners, and handed them over to the Filipinos.—Manila Times.

A PLOT TO BLOW UP THE RAILROAD DISCOVERED.

PROBABLY THE WORK OF BALDOLERO AND JAPANESE.

There was a plot formed in this city the night before last to blow up the incoming train from San Fernando (this side of Polo). A daring Japanese, name unknown, was the prime mover. Several prominent Filipinos are implicated also. The dynamite was to be placed in such a manner under the rails that the jar of the train passing over would explode it.

With all the haste possible a squad of soldiers was dispatched to the point where the mine was supposed to be laid. Up to the present time no activities have been received from them.

It is presumed that the Japanese is an expert explosives, possibly procured by Baldolero Aguinaldo, who is in Japan on a diplomatic mission. This is the second attempt of the insurgents to blow up the railroad train.

It is quite a new feature in their mode of warfare. They are known to have a great fear of high explosives and have previously been incapable of even manipulating a rifle firing gun without exploding it.

The mine discovered on the railroad track the day before yesterday had been scientifically arranged and it is a matter of grave conjecture whether there is a Filipino in the insurgent army capable of arranging a mine.

If Aguinaldo has taken advantage of the wave of sympathy for his cause that has lately swept over Japan, and procured the aid of Japanese, educated in the most modern mode of land and naval warfare, he will be enabled to continue the fight for an indefinite length of time. These "Japs" are a persistent and a level headed race and thoroughly love warfare. It seems to make very little difference to them whether the attitude of their government is friendly towards the U.S. or not. They seem to be willing to fight Aguinaldo's battles and blow up Aguinaldo's enemies merely as a business proposition.—Manila Times, September 18th.

MAIZE AS AN ARTICLE OF FOOD IN THE PHILIPPINES.

In a limited number of districts, particularly in the south, maize (Indian corn) forms the staple article of food in lieu of rice, although as a rule, this latter cereal is preferred by the natives. Many agriculturists alternate their crops with that of maize, which, it is said, does not impoverish the land to any appreciable extent. There is no great demand for this grain and it is generally cultivated as an article of consumption in the grower's household more than for trade. Planted in good lands it gives about two hundred fold and two crops in the year, four hundred fold per annum, but the setting out of one caban of maize grain occupies five times the surface required for the planting of the same measure of rice grain. An ordinary caban of land is 8,000 square Spanish yards and this superficial derives its denomination from the fact that it is the average area occupied by the planting out of one caban measure of rice grain. The maize caban of land is quite a special measure, and is equal to five rice cabans. Estimating therefore the average yield of rice paddy to be fifty cabans measure per ordinary caban of land, the same superficial, were it suitable for maize raising, would give one-fifth of four hundred fold per annum, which equals eighty cabans of maize per the caban.

The current price of maize, taking the average in several provinces, is rarely above that of paddy for the same measure, whilst it is often lower, according to the demand, which is influenced by the custom of the natives in the vicinity where it is offered for sale. It is eaten after being pulverized between stone or hard-wood slabs with the surface set horizontally, the upper one being caused to revolve on the lower one, which is stationary. In many village market places, and in Manila, one sees heads of maize roasted and offered for sale. This is of a special quality grown on alluvial soil—the deposit of rivers which overflow at certain seasons of the year. Three crops per annum are obtained on land of this kind, so that the supply is constant all the year round. The price of the raw maize heads to the market sellers is about 60 centavos per 100, which they retail roasted at one centavo each (three and a half centavos equal about one American cent); the profit is therefore proportionately large when local festivities create a large demand.—Manila Times.

COMPANIES IN MALAYA.

The Malay Mail thus comments upon the news that the Kechau Gold Mining Company has been floated:

This announcement once more emphasizes the fact that there is a danger in Singapore companies carrying on business in the Federated Malay States without registering here. By neglecting to comply with the local law we imagine the local agents are personally responsible for all the locally contracted debts of these companies. Are these States to permit limited liability companies to carry on their operations here in the risk of the people residing here? Suppose one of these companies failed, what redress would shareholders have—local or otherwise?

A MINERS' GAME.

The other day, says the Malay Mail, some mining land was put up to auction in the Ulu Langat district and sold for something over upst price. This was by arrangement. When the auction was over all the bidders who had been on the ground—but who had not necessarily made any bids—met and had a private auction among themselves, and at this auction the land is said to have fetched \$10,000 more—the money being divided among the unsuccessful bidders. Unfortunately, however, the Government got wind of this game, and have now decided to invite sealed tenders for mining land in future.

AN ELEPHANT KRAAL IN CEYLON.

IN READINESS.

Everything, writes a correspondent from Kraal Town, Kurunegala, to a Ceylon con-temporary, is ready (24th Aug.) for the kraal. A large herd of elephants, among whom are some fine tuskers, is surrounded in circles, measuring 6 miles in circumference, just close to the stockade. The stockade, which stands in the midst of a huge forest, contains in the centre a small pond full of water, 32 fathoms long and 45 broad.

A SIGHT WORTH SEEING.

The enclosure containing the elephants is surrounded by about a thousand watchtowers, where the watchers are busy kindling bonfires, and firing off caps and blank cartridges. It is a sight worth seeing and one not likely to be forgotten. The fires lighting up the jungle, with the palms and other tropical vegetation in the background, reminds one of a huge transformation scene at a theatre. The elephants are eating and drinking, little knowing the fate in store for them. The elephants were to be kraaled on the 28th of August.

NOOSING THE ELEPHANTS.

Long before 10 o'clock on the 28th, crowds were seen wending their way towards the stockade, and by 10.30 the forest of Denewea, inhabited forsooth a couple of months before by wild animals only, and where no human voice was ever heard, was transformed into a sea of heads, the spectators craning their necks through the stockade fence to catch a glimpse of the noosing of a dozen and a half wild elephants. Punctually at 10.30 a.m. the stockade outer gate was opened and the decoys entered, and within the first half-hour was witnessed the noosing of two large animals of the herd. At 11.45, two other large animals were noosed, one near the little pond in the centre of the stockade; and this animal, while being dragged by the decoys, was secured to a tree, fell heavily in the pond, which had become very dry, and never rose again. It died next day. This animal had a bullet wound in the back, and had spear wounds on the forehead, and was also knocked down by one of the decoys when attempting to charge.

FINIS.

All the elephants have now (29th August) been captured, and, after the division of the captives between the Ratanahameyas and Mr. Dunville, the remaining animals will be put up for sale by auction.

THE PRUSSIAN AND AMERICAN INSURANCE COMPANIES.

On Thursday last, says the New York Spectator of 17th August, Privy Councilor von Knoebel-Doerfling and Baron Marshall von Bieberstein, the delegates appointed by the Prussian government to investigate American insurance companies and methods, sailed for home by the steamship Auguste-Victoria. While in this country they made an investigation of the New York Life Insurance Company, the Mutual and Germania life insurance companies, and their findings will be reported to the Berlin Authorities. Every facility was afforded them by the officials of the several companies, and also by the officials of the New York Insurance Department. The delegates were careful not to accept invitations of a personal nature from the officials of the companies examined while the investigations were in progress, but were not allowed to depart without partaking in some measure of American hospitality. Thus they were guests of honour at the anniversary dinner of the Actuarial Society of America in May last, at a dinner tendered them by President John A. McGill of the New York Life, at the Metropolitan Club. They won golden opinions from all with whom they came in contact, and it is expected that their visit will be productive of much good.

LONDON TO DAWSON IN SEVENTEEN DAYS.

VICTORIA (B. C.), August 21st.

If a year ago a man had said that he could make the trip from London to Dawson in seventeen days he would have stood a very good chance of being taken in charge for safe-keeping. But the trip has been accomplished in the time it formerly took to go from Victoria to the Klondike metropolis.

The trip was made by a mining engineer from South Africa. He left London for Southampton by train, caught one of the fast Atlantic liners, in which he crossed the ocean in six days. From New York to Vancouver he was made in four days on the Imperial Limited. From the Canadian Pacific Railroad pier he stepped on board the steamer City of Seattle, which made the trip to Skagway in less than three days.

Close connections were made with the White Pass and Yukon Railroad and the lake and river steamers, and he was landed in Dawson just seventeen days from London. Not only this, but he made the trip from South Africa to Dawson and only walked five miles of the whole distance, and that around White Horse rapids. He could have ridden that distance on the train, but he wanted to stretch his legs. H. A. Munn of the Victoria Yukon Trading Company, who reached here to-day from Dawson, vouches for the story.—N. F. Call.

GERMANY AND THE UNITED STATES.

WASHINGTON, August 26th.

Baron von Herman, agricultural expert of the German Embassy, is just back from a two months' trip to Germany, during which period he had an opportunity to observe the progress of the meat inspection bill in the Reichstag and to note the development of the agrarian movement, which is having such a marked influence on German affairs, including the question of exporting German beef sugar to the United States. Baron von Herman talked quite freely on these non-political questions. When asked as to the status of the meat inspection bill he said:

"The bill was brought before the Reichstag last spring, but a strong opposition developed among Agrarian members on the ground that the Government measures were too friendly to the United States. And you will remember that about that time a provision was placed in the agricultural appropriation bill passed in this country giving the Secretary of Agriculture authority to exclude such imports as he considered injurious to health. This provision was directed against certain German products, such as toys, which it was said, might be injurious to health because of the paint on them. At all events, this provision caused bad feeling in Germany and made it more difficult for the Government to secure the passage of the meat inspection bill.

"It was referred by the Reichstag to a committee which had full power to determine which course was to be adopted. The committee reported adversely, and that was equivalent to a refusal by the Reichstag to take any action. It may be brought forward again, as there really ought to be some modification of the present law. But it is too early to say what the future plans will be, as the Reichstag is adjourned until November and everything is at a standstill during the summer. It is probable, however, that the Government will consult with the leaders and see if some understanding can be reached on the measure.

Concerning the agrarian movement, Baron von Herman said: "It is very strong, and is turning its attention to the interests of the agricultural classes of Germany. The sugar question is essentially an agrarian one. Our sugar interests are seriously injured by the tax and countervailing duties in the American tariff law, and the agrarians hold that not only prejudices their industry, but that it is a discrimination against them. They feel it most because it touches their point and as the results of their labour, but above this is the consideration that the system is not right, it is a discrimination. They contend that the question should be dealt with on broad grounds.

"In the final analysis it comes down to this simple demand, that there be a development of the cane industry of uncivilized, semi-barbarous countries, or shall there be a continuation of sugar production of the civilized countries, which are able to buy things in return. As the United States does not produce the sugar actually required by consumers, a supply must come from outside sources. Now, is it not to the interest of this country to buy of the German producers, rather than turn to the cane industry of Java, for example, when Java can give little or no return for the purchase made of her?"

"Moreover, it should be understood," added Baron von Herman, "that the German Government derives \$5,000,000 out of taxes on the sugar industries of this country, while it pays back in export bounties, which amount to \$6,000,000, so, as a matter of fact, the bounty comes out of the pocket of the sugar producer, instead of the treasury, as it is a part of the tax which the producer has paid on his industry. It is somewhat in line with the American revenue tax on mixed flour, which is refunded to the producer in case the flour is exported."

"On the whole, Baron von Herman seems to think that these pending questions can be solved to the satisfaction of both sides, and that a public understanding of the legislation involved will solve half the difficulty. Both nations, in his judgment, are too far advanced not to see that their interests lie in the development of their already existing trade, and not, as he says, "building up a Chinese wall against the outside world."—N. F. Chronicle.

THE HURRICANE IN THE WEST INDIES.

NEW YORK, August 21st.

A cable to the Sun from San Juan de Porto Rico says: The unloading of the transport ship *McPherson*, which has brought supplies for those who suffered by the recent hurricane, was stopped until Saturday noon by a strike of the native stevedores. Major Cruse addressed the 115 men engaged in the strike, telling them that ordinarily they would be asked to work on Sunday, but the *McPherson* was loaded with provisions for their starving countrymen and it was necessary to request them to work Sunday morning. The men struck for double pay, which demand Cruse refused to grant.

The strikers belong to about as low a class as there is in the world, and so far as they are concerned the whole population might starve before they would work to prevent it. Porto Ricans and sailors were engaged to work Sunday and to-day new labourers were engaged. The large planters are opposed to the free distribution of supplies. They know the native character and say that since the news has spread among the labourers that the Government would feed them it has been impossible to get any work done on the plantations. The planters contend that if aid is to be given it should be given for work done on the roads and not gratuitously. If the Government undertakes to feed the labourers without any return it will be impossible to get men to work on the plantations.

PORCO (Island of Porto Rico), August 21st.

It is now estimated that the bodies of 2,500 victims of the recent hurricane have been buried, that 1,000 persons were injured during the storm and that 2,000 people are still missing.

There are opportunities here now for investors. There is the greatest lack of money for repaying damages, replanting and replenishing stocks. The Alcaldes appointed committees for the distribution of relief stores, etc, but the military authorities objected to it. Once is healthy, though bodies continue to be found in the fields. The authorities have decided to burn the ruins of Yabuco.

ST. THOMAS, August 21st.

The cable connecting San Juan de Porto Rico with Jamaica was repaired at midnight Sunday off Arrecibo. The break was due to the Arrecibo river's outflow, which covered the cable with huge trees, sugar cane and rubbish. The cable ship *Graphier* is now working on the Ponce-Jamaican cable.

News from the island of Montserrat shows that an extremely deplorable state of affairs exists there. Assistance is urgently needed to save the people from misery and starvation. At St. Kitts and Antigua great destitution also prevails, and the outlook is bad.

WASHINGTON, August 21st.

The auxiliary cruiser *Panther*, which has been loaned at Philadelphia with supplies for the destitute in Porto Rico, has been ordered to proceed direct to San Juan without stopping at Baltimore, as was intended. The War Department will send the transport *Wright* to Baltimore to receive the relief supplies contributed by the people of the State of Maryland and transport them to Porto Rico. The *Wright* will sail from New York on September 1st.

NEWBORN (N. C.), August 21st.

Reports to-day from the coast of North Carolina, where the West Indian hurricane touched last week, show that there were a large number of lives lost and much damage done to property. Fourteen fishermen, in trying to cross Haulco Sound in skiffs, were lost. The schooners *Goodwin* and *Aurora* were wrecked. The *L. A. Hill* is ashore. The *Despatch* and all hands are reported lost. It is thought that as many as sixty persons lost their lives in the storm.

WASHINGTON, August 21st.

The West Indian hurricane, which came up the coast last Friday, played havoc on Ocascoke Island. Many small craft belonging to the fishermen were wrecked and twenty men, as far as known, lost their lives. All the horses and cattle on the island were drowned. Thirty houses and two churches were destroyed. The Norfolk and Southern Railroad piers were washed away and several steamers and schooners were grounded. It was the most destructive storm that section has known. The island was under water three days.—S. F. Chronicle.

SOME ARTFUL DODGES.

Thieves are, as a rule, among the most cunning of mankind, some of their artful dodges being of the most original character. Unquestionably if these criminals devoted themselves to honest callings their abilities would form the stepping stones to higher things.

A richly-attired lady, accompanied by a nurse carrying a baby, recently entered a fashionable shop in Paris. Something or other aroused suspicion, and they were arrested for stealing goods and similar articles. The baby turned out to be a doll with a wax face and a hollow cardboard body, which formed a comfortable repository for stolen goods.

Not long since a pair of silk hose were stolen from a well-known store by a person of lady-like appearance, who on being charged with the theft, began to cry and offered the proprietor a £5 note to pay for the goods. He censured her for her conduct, charged the regular price for the hose, and gave her change. Shortly after the woman had left the shop he discovered, to his intense mortification, that the note was a counterfeit one!

Kate, a unique implement of a thief's outfit is a cane with a strip of lead, which acts in response to a spring in the handle. The cane is used by shop-lifters to clutch things beyond the reach of their unaided hands. Most probably these sticks are manufactured at the same interesting East-end establishment that produces the "Jennies," those necessary companions of the burglar's art. This manufacture is well-known to the police, but it is said the law cannot stop its productions.

One of the smartest American swindlers is that which is practised by one gang of rogues upon another. The modus operandi is to advertise in provincial papers—"Speculators," 20,000 dollars for 2,000 dols. Good goods guaranteed, but not to be disposed of in New York State." This attracts the dishonest speculator as a means of "rustling" the public, and he forthwith gets an interview with the advertiser, who shows him a pile of new 5 dols, 10 dols, and 20 dols bills. The sellers first of all propose refreshments, and, taking one of the notes, they all adjourn to a bar. Here the supposed "finny" is cashed, and the sight of the change produces a severe attack of money fever in the speculator. Consequently he buys heavily, under the impression that his purchase is bogus money so cleverly concocted as to be passed anywhere.

The notes, which, by the way, are quite genuine, are made into a parcel. After paying his money, the purchaser receives what he believes to be his package, and is seen into his train by the "tradesmen." One of the conditions of sale is that the parcel shall not be opened until he reaches home. As soon as the "speculator" reaches his house he hurries to his room, locks the door, cuts the string, opens the parcel, and finds a cardboard box loaded with sawdust! Thus he is hoist with his own petard.

THE ETIQUETTE OF THE STAR-BOARDED SIDE.

NEW YORK, August 21st.

The starboard side of the quarter-deck belongs to the captain, and he walks there alone, unless one of his officers is with him on duty or by invitation. This is part of that necessary etiquette of the sea without which life would be a perpetual hassle where so many are crowded into so small a space. So the senior officer present gets into a boat last, and out of it first, the others going in their order, for if it were not so there would be a scramble. There was once an Irish Navy doctor—a good fellow and a gentleman—who had not been long enough at sea to "learn good manners." It happened that he was going ashore with other officers, and that the First Lieutenant was one of the party. All were in the boat except these two, and the First Lieutenant said "Jump in." "After you, my dear man," said the doctor, with prompt salutes. It was much as if a Royal personage had been dismissed from an interview; but the doctor learned what a dreadful solecism he had committed. To the visitor from the shore who sees its workings for the first time, the rule of the starboard side—to give it a name—has an odd appearance. One does not know why everybody swarms over to port when a certain zap with gold on the peak emerges through a hatchway. It may even be unpleasantly enforced. Thus it chanced once to me to be a guest in the gunroom mess of a ship which was out for target practice. I was walking with the Paymaster, both of us void of any intention of offence, on the starboard side, when a midshipman came up with a message from the Captain, who was on deck, though not on the quarter-deck, that we must confine ourselves to the port. There was a plentiful lack of humour on the part of that officer, and no sufficiency of politeness; but rules there must be, or else a man-of-war would speedily become a regular-built privateer.

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on fifteen years' observations to 1895.

Barometer 29.824
Thermometer 80.4
Humidity 77
Rainfall 8.33

TO-DAY.

Saturday, 23rd September, 1899.

Chinese—19th of 8th moon of 25th year of Kwang-shi.

Sun—Rises 5hr. 49min.
Sets 6hr. 10min.
High water—Morning 11hr. 35min.
Afternoon 10hr. 52min.
Low water—Morning 5hr. 20min.
Afternoon 4hr. 37min.

ANNIVERSARIES.

1762—Admiral Cornish demanded the surrender of Manila.

1856—American brig *Lubra* taken by pirates.

1875—Mutiny of the Chinese crew of the German schooner *Anna* when near Manus; murder of the Captain and mate, and seizure of the vessel by the mutineers.

1896—H. M. the Queen completed the longest reign in English history: Dongola taken by the troops under Sir H. H. Kitchener. Lai Mui, murderer of a Chinese detective beheaded at Kowloon City.

1898—New harbour at Stettin opened by Emperor and Empress of Germany.

TO-MORROW.

Sunday, 24th September, 1899.

Chinese—20th of 8th moon of 25th year of Kwang-shi.

Sun—Rises 5hr. 49min.
Sets 6hr. 10min.
High water—Morning 11hr. 35min.
Afternoon 10hr. 52min.
Low water—Morning 5hr. 20min.
Afternoon 4hr. 37min.

ANNIVERSARIES.

1853—Hongkong Government Gazette first published.

1868—H. M. S. *Rattler* lost off Japan.

1869—Piratical attack on the German barque *Apenrade* near Macao.

1877—The Satsuma rebels in Japan routed with great slaughter, the leader, Saigo, killed and the insurrection suppressed.

1896—Outbreak of Bubonic Plague reported in Bombay.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point—Morning Service, 11 a.m.

St. Francis' Church, Wanchai—Mass (Chin.), 6 a.m. (Port.), 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (Tonkin) 25th inst.

Indian (Calcutta) 25th inst.

American (Doric) 30th inst.

Canadian (Empress of China) 4th prox.

American (Nippon Maru) 10th prox.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba at Kowloon Dock.

Isle de Luzon " "

H. M. S. *Bonaventure* " "

Feihoo " "

Legaspi " "

Joseph " "

Kiangpak " "

Pat " "

D. Juan d'Austria " Cosmopolitan "

Taiyuan " Aberdeen "

Sucia " "

PASSED THE CANAL.

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KOSAI MARU J. Nagao	VLADIVOSTOCK, VIA SWATOW, AMOI, SHANGHAI, WEE-HAI-WEI, CHIEFOO, CHENMUPO & NAGASAKI	THURSDAY, 28th Sept., at Noon.
FUTAMI MARU J. Thom	THURSDAY ISLAND, TOWNS- VILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 29th Sept., at 4 P.M.
KAGOSHIMA MARU J. Nunome	KOBE and YOKOHAMA	FRIDAY, 29th Sept., at 4 P.M.
SADO MARU W. Thompson	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 6th October, at Noon.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 18th September, 1899.

MILWAUKEE BEER

IS FAMOUS

PABST

HAS MADE IT SO.

CARLOWITZ & CO.,
SOLE AGENTS.

Hongkong, 9th December, 1898.

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY SIXTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Praya Reclamation, Hongkong, on THURSDAY, the 12th October, 1899, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Accounts for the year 1898 and for the Half Year ending the 30th June, 1899, and of declaring Dividends.

The TRANSFER BOOKS of the Society will be CLOSED from the 2nd to the 12th October, both days inclusive.

By Order of the Board.

DOUGLAS JONES,
Secretary.

Hongkong, 20th September, 1899. [1199a]

NOTICE.

NOTICE is hereby given that a MEETING of Her Majesty's Justices of the Peace will be held at the MAGISTRACY, on TUESDAY, the 26th day of September, 1899, at 12 o'clock NOON, for the purpose of considering applications from—

(1) HAJER ALY SHIRAZEE for a Publican's Licence to sell and retail intoxicating liquors on the premises situate in the Happy Valley, known as, and to be under the sign of, "The Happy Retreat."

(2) BERNARD JORUS for a Publican's licence to sell and retail intoxicating liquors on the premises situate at houses Nos. 192 and 194, Queen's Road East, under the sign of "The Eastern Hotel."

H. H. J. GOMPERTZ,
Acting Police Magistrate.

Hongkong, 19th September, 1899. [1196a]

VICTORIA RECREATION CLUB.

ANNUAL AQUATIC SPORTS.

MONDAY, TUESDAY, and WEDNESDAY,
23th, 24th, 27th September, 1899.

THE Committee request the pleasure of the Company of the Ladies of Hongkong, in the enclosure of the Bath House, on WEDNESDAY, the 27th instant, on the occasion of the Annual Aquatic Sports, (when the PRIZES will be Presented by Lady BLAKE).

ADMISSION for Non-Members, each day, 50 cents; Soldiers and Children Half-price.

Hongkong, 21st September, 1899. [1202a]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

SHAREHOLDERS are hereby informed that at a GENERAL MEETING held in LONDON recently as INTERIM DIVIDEND of 3% was declared on the Company's Preference Shares for the Six Months ending 30th June, this being at the Rate 6% per Annum.

The DIVIDEND WARRANTS will be ready on the 2nd October. THE TRANSFER BOOKS of the Company will be CLOSED from the 28th current to 1st proximo (inclusive).

HOLLIDAY, WISE & Co.,
Agents.

HONGKONG ELECTRIC COMPANY,
LIMITED.

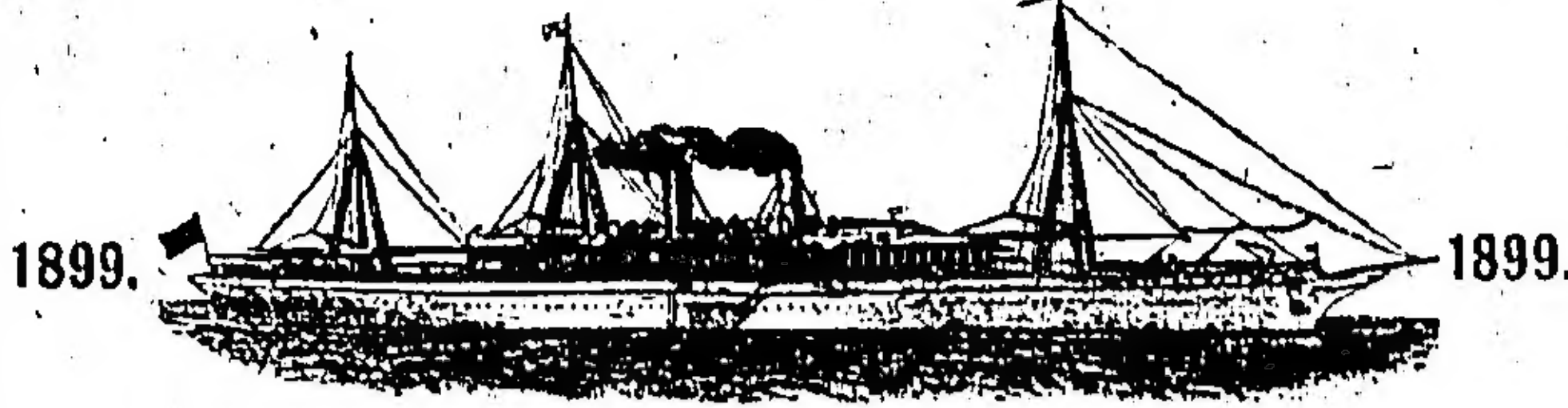
NOTICE is hereby given that the REGIS-
TER OF SHARES of the Company will be
CLOSED from SATURDAY, the 16th to
the 23rd day of September, (both days inclusive)
during which Period NO TRANSFER OF
Shares can be Registered.

By Order of the Board,

GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 28th August, 1899. [1100a]

Mails.

CANADIAN PACIFIC RAILWAY COY.'S
- ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 27th Sept., 1899.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 25th Oct., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 22nd Nov., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Petter's Street.

Hongkong, 30th August, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA
OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu).....Thursday, 19th Oct.,
at Noon.

AMERICA MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu).....Tuesday, 14th Nov.,
at Noon.

HONGKONG MARU (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu).....Saturday, 9th Dec.,
at Noon.

THE Steamship

"NIPPON MARU"
will be despatched for SAN FRANCISCO, VIA
SHANGHAI, NAGASAKI, KOBE, INLAND
SEA, YOKOHAMA AND HONOLULU, on
THURSDAY, the 19th October, at Noon,
taking Freight and Passengers for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at HONO-
LULU, and Passengers are allowed to break
their journey at any point en route.

Through Passage Tickets granted to England,
France, and Germany by all trans-Atlantic
lines of steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding ORDERS TO
EUROPE have the choice of Overland Rail
routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAYS; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND
CITIES in the United States have between
San Francisco and Chicago, the option of the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and other direct connecting Railways and from
Chicago to destination the choice of direct
lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Services, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading, issued for trans-
portation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4
P.M. the day previous to sailing. Parcel
Packages will be received at Office until 5 P.M.
same day; all Parcel Packages should be
marked to address in full; value of same is
required.

Consular Invoices to accompany Cargo des-
tined to points beyond San Francisco in the
United States should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 8th September, 1899. [1310]

SAILING VESSELS.

FOR PHILADELPHIA AND NEW YORK.
THE 3/3 A.L.E. American Ship

"ST. MARK"
Dudley, Master, shortly expected from MANILA
will sail there for the above Ports and will have
quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.

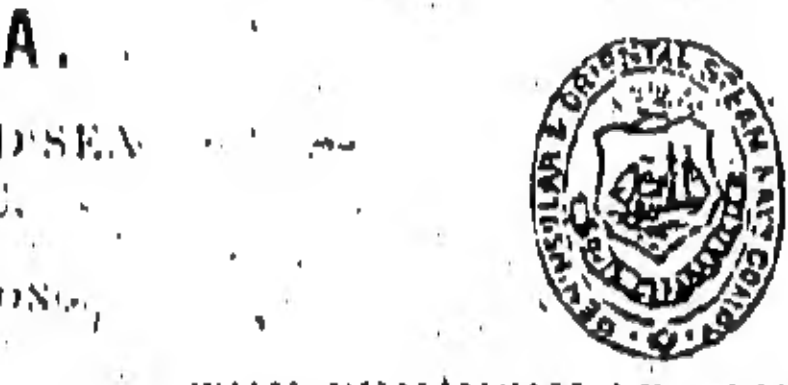
Hongkong, 20th September, 1899. [1198a]

FOR NEW YORK.
THE 3/3 A.L.E. American Ship

"CHALLENGER"
Gould, Master, is now ready to load here for the
above port, and will have quick despatch.

For Freight, apply to
ARNOLD, KARBURG & CO.

Hongkong, 19th September, 1899. [1197a]

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.
(Through Bills of Lading issued for BATVIA,
PERSIAN GULF, CONTINENTAL and
AMERICAN PORTS.)

THE Steamship
"VALETTA,"
Captain C. F. Preston, R.N.R., Barchin, carrying
Her Majesty's Mails, will be despatched
from this for BOMBAY, &c., on SATURDAY,
the 30th instant, at Noon, taking Passengers
and Cargo for the above Ports.

Silk and Valuedables, all Cargo for France,
and Tea for London (under arrangement) will
be transhipped at Colombo into a steamer
proceeding direct to Marseilles and London;
other Cargo for London, &c., will be conveyed
via Bombay WITHOUT TRANSHIPMENT.

Parcels will be received at this Office until 4
P.M. the day before sailing. The Contents and
Value of all Packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Hongkong, 21st September, 1899. [15]

NORTHERN PACIFIC
STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE,
AND YOKOHAMA.

PROPOSED SAILINGS FROM
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA,
IN CONNECTION WITH
NORTHERN PACIFIC RAILWAY CO.
City of Duluth...[3,338] J. R. Kae...[Oct. 14]

Brookline...[3,367] R. Peabody...[Oct. 28]

Queen Adelaide...[2,832] F. McNair...[Nov. 18]

Saint Irene...[3,877] W. Atter...[Dec. 9]

ALSO
FOR PORTLAND, OREGON,
IN CONNECTION WITH
OREGON RAILROAD AND NAVI-
GATION COMPANY.

Monmouthshire...[2,874] W. A. Evans...[Oct. 7]

Aberdeenshire...[3,777] J. Murray...[Nov. 11]

Monmouthshire...[2,874] W. A. Evans...[Dec. 23]

Aberdeenshire...[3,777] J. Murray...[Jan. 27]

THE attention of Passengers is directed to
the very cheap rates offered by the Line,
HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables,
DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on
the American Continent. Magnificent Scenery
of the ROCKY and CASCADE MOUNTAINS.
THE YELLOWSTONE NATIONAL PARK route.

Passengers to EUROPE may proceed by one of
the first class ATLANTIC MAIL LINES.
HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application,
Special rates allowed to members of Govern-
ment Services.

Through Bills of Lading issued to Pacific
Coast Ports, and to Canadian and United
States Ports.

Consular Invoices of Goods for United States
Points should be in quadruplicate; and one
copy must be sent forward by the steamer to
the Freight Agent, Tacoma, Wash., or Port-
land, Or. (whichever may be the destination
of the Steamer).

Parcels must be sent to our Office (with
address marked in full) by 5 P.M., on the day
previous to sailing.

For further information apply to
DODD & CO., LIMITED,
General Agents.

Hongkong, 18th September, 1899. [14]

CARBOLINEUM-AVENARIUS
USED FOR OVER 20 YEARS.

With the Utmost Success.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus
Rot and Dampness.

Sole Agents for China,
LUTGENS, EINSTAMANN & Co.

Hongkong, 11th September, 1896. [19]

Mails.

NORDDEUTSCHER
LLOYD.HAMBURG-AMERIKA
LINIE.

(Freight Service.) (East Asiatic Service.)
(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO,
LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK
SEA AND BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
NURNBERG	HAVRE and HAMBURG.	26th
V. Binzer	(LONDON with transhipment in HAMBURG)	September.
*SAVOIA	HAVRE and HAMBURG.	About 11th
Jäger	(LONDON with transhipment in HAMBURG)	October.
SERBIA	HAVRE and HAMBURG.	About 30th
Osternum	(LONDON with transhipment in HAMBURG)	October.
*HEIDELBERG	HAVRE and HAMBURG.	About 5th
Schiller	(LONDON with transhipment in HAMBURG)	November.
ANDALUSIA	HAVRE and HAMBURG.	About 15th
Schäfer	(LONDON with transhipment in HAMBURG)	November.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

China (via Shanghai,
Nagasaki, Kobe, In-
land Sea, Yokohama
and Honolulu).....Tuesday, 3rd October,
at Noon.

City of Rio de Janeiro
(via Shanghai, Naga-
saki, Kobe, Inland
Sea, Yokohama and
Honolulu).....Friday, 27th October,
at Noon.

City of Peking (via
Shanghai, Nagasaki,
Kobe, Inland Sea,
Yokohama & Hono-
lulu).....Tuesday, 21st Nov.,
at Noon.

THE U.S. Mail Steamship
"CHINA,"

will be despatched for SAN FRANCISCO,
via SHANGHAI, NAGASAKI, KOBE, IN-
LAND SEA, YOKOHAMA & HONOLULU,
on TUESDAY, the 3rd October, at Noon,
taking Passengers and Freight for Japan, the
United States, and Europe.

Steamers of this line pass through the IN-
LAND SEA OF JAPAN, and call at Honolulu,
and passengers are allowed to break their
journey at any point en route.

Through Passage Tickets granted to England,
France and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of
the United States or Canada. Rates may be
obtained on application.

Passengers holding ORDERS TO
EUROPE have the choice of Overland Rail
Routes from San Francisco, including the
SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and NORTHERN PACIFIC RAILWAY; also the
CANADIAN PACIFIC RAILWAY on payment of
£4 in addition to the regular tariff rate.

Passengers holding ORDERS FOR OVER-
LAND CITIES in the United States have
between SAN FRANCISCO and CHICAGO
the option of the SOUTHERN PACIFIC,
CENTRAL PACIFIC, UNION PACIFIC,
DENVER and RIO GRANDE, and other
direct connecting Railways, and from Chicago
to destination the choice of direct lines.

Particulars of the various routes can be had
on application.

Special rates (first class only) are granted to
Missionaries, members of the Naval, Military,
Diplomatic, and Civil Service, to European
Officials in the service of China and Japan, and
to Government officials and their families.

Through Bills of Lading issued for transpor-
tation to Yokohama and other Japan Ports,
to San Francisco, to Atlantic and Inland Cities
of the United States, via Overland Railways, to
Havana, Trinidad, and Demerara, and to ports
in Mexico, Central and South America, by the
Company's and connecting Steamers.

Freight will be received on board until 4 P.M.
the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same
day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany Cargo des-
tined to Points beyond San Francisco, in the
United States, should be sent to the Company's
Office in Sealed Envelopes, addressed to the
Collector of Customs at San Francisco.

For further information as to Passage and
Freight, apply to the Agency of the Company,
Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, 12th August, 1899. [1]

CALIFORNIA AND ORIENTAL
STEAMSHIP COMPANY.

IN CONNECTION WITH
THE ATCHESON TOPEKA & SANTA
FE RAILROAD CO.

PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS,
HONOLULU and SAN FRANCISCO, (The
UNITED STATES, MEXICO, CENTRAL and
SOUTH AMERICA, &c.)

Thyra.....[3,406] about [Oct. 15]

Belgian King...[3,379] about [Oct. 31]

Carmanthenshire...[2,929] about [Nov. 15]

Carlisle City...[3,002] about [Dec. 15]

THE Steamship

"THYRA,"
will be despatched for SAN DIEGO VIA
AMOI, SHANGHAI, NAGASAKI, KOBE,
YOKOHAMA and HONOLULU, on or about
SUNDAY, the 15th October.

Through Bills of Lading issued to any point
in the United States.

Cargo will be received on board until 4 P.M.
the day previous to sailing. Parcel packages
will be received at the Office until the same
time. All parcels should be marked to address
in full. Value of same is required.

Consular Invoices, to accompany cargo des-
tined to Points beyond San Diego, should be
sent to the Company's Office, addressed to the
Collector of Customs, San Diego.

For further information as to Freight or
Passage, apply to—

BUTTERFIELD & SWIRE,
Agents.

Hongkong, China and Japan.
Hongkong, 22nd September, 1899. [1330]

OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO
JAPAN, THE UNITED STATES,
MEXICO,
CENTRAL AND SOUTH AMERICA
AND EUROPE,
VIA

THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING
STEAMERS.

Entertainment.

FAREWELL PERFORMANCE
OF
MISS JANET WALDORF
AT
THEATRE ROYAL
on
THURSDAY, the 28th September, 1899,
in
"INGOMAR,"
"THE BARBARIAN."
Assisted by the
A. D. C.,
and
NORVAL MCGREGOR.
JANET WALDORF
as
"PARTHENIA."
NORVAL MCGREGOR
as
INGOMAR
and
FULL CAST OF CHARACTERS.
PRICES \$3, \$2 & \$1

Soldiers and Sailors in Uniform, 50 cents.
Seats on sale at ROBINSON'S PIANO CO.
Hongkong, 20th September, 1899. [11972]

Auction.

GOVERNMENT NOTIFICATION.
No. 499.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 25th day of September, 1899, at 3 P.M., are published for general information.

By Command,
J. H. STEWART LOCKHART,
Colonial Secretary.
Colonial Secretary's Office,
Hongkong, 9th September, 1899. [11904]

No. of Sale.	Locality.	Boundary Measurement.	Area.	Annual Rent.	Upset Price.
1.	Kowloon Bay (near Hok Ua).	350 350 100 380	140,000 sq. ft.	600	\$100
2.	Kowloon Bay (near Hok Ua).	350 350 100 380	140,000 sq. ft.	600	\$100

Entertainment.

LEVY HERMANOS.
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.
Sole Agents in the East for the amalgamated CLEMENT, HUMMER and GLADIATOR CO., LD., DUNLOP TYRES' BICYCLES—PRICE, \$160.
A special reliable Watch made for this Climate.
Quality A.....\$16
Quality B.....\$12
40, QUEEN'S ROAD, Watson's Building.

CHS. J. GAUPP & CO.
CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.
CHARTS AND BOOKS.
Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Volkmann and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.
Nos. 54 & 56, Queen's Road Central. [10438]

NOTICE.
NIGHT SCHOOL FOR EUROPEANS, by an EX-SCHOOLMASTER.
Terms moderate, for Particulars apply "2" c/o This Office.
Hongkong, 18th August, 1899. [10438]

CLARKE'S B4 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [59]

MITSUI BUSSAN KAISHA.
No. 6, Ice House Street, Praya Central.
Head Office—TOKIO.
Branch Office—
LONDON, NEW YORK, BOMBAY, KANAGAWA, SHANGHAI, TIENTSIN, NEWCHANG and all Ports in JAPAN.

Agents—
Milki Coal Mines.
Kokoku Coal Mines.
Yoshinotani Coal Mines.
Onnoura Coal Mines.
No. 1, Ohtsuji-Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamato Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kansai Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Milke Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Co., Ltd.
Mitsui Bussan Kaisha, Ltd.
K. HASEGAWA, Manager.
Hongkong, 19th August, 1899. [145]

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"HAILONG,"
Captain Robson, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LARPAIK & Co.,
General Managers.
Hongkong, 23rd September, 1899. [12032]

THE OSAKA SHOSHEN KAISHA, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"TAMU MARU,"
Captain S. Nagata, will be despatched for the above Ports, TO-MORROW, the 24th instant, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 23rd September, 1899. [11864]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SHANGHAI.

"EASTERN,"
Captain Ellis, will be despatched as above on MONDAY, the 25th instant, at 4 P.M.
This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
For Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 22nd September, 1899. [12052]

CHINA VIGATION COMPANY, LIMITED.
FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber, ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. CO. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [11474]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship

"TAIYUAN,"
Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [11464]

CHINA NAVIGATION COMPANY, LIMITED.
FOR SHANGHAI AND KOBE.
THE Company's Steamship

"TSINAN,"
Captain Anderson, will be despatched as above on SATURDAY, the 30th instant.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 21st September, 1899. [12004]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

"AIRLIE,"
Captain Clynn, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly-qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 9th September, 1899. [11492]

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship

"SARPEDON,"
Captain Grier, will be despatched as above on TUESDAY, the 3rd October.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 8th September, 1899. [11482]

SHEWAN TOMES & CO'S "NEW YORK" LINE.
FOR PHILADELPHIA AND NEW YORK.
THE New Steamship

"PING SUEY,"
Captain C. de la Perrelle, will be despatched for the above Port, on or about the 5th October.
For Freight, apply to
SHEWAN TOMES & Co.,
Hongkong, 21st August, 1899. [10202]

Shipping.

STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship

"ARGYLL,"
will be despatched for the above port and will be followed by
S.S. "JOHN SANDERSON" At Intervals
S.S. "AFGHANISTAN" of 2 weeks.
For Freight, apply to
DODWELL & CO., LIMITED,
Agents.
Hongkong, 7th September, 1899. [9414]

Consignees.

NOTICE TO CONSIGNEES.
THE P. & O. S. N. Co.'s Steamship

"CANDIA,"
FROM ANTWERP, LONDON, PORT SAID, SUEZ, BOMBAY, AND STRAITS.
Consignees of Cargo, by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From Madras, ex S.S. *Lodhana*.
Optional Goods will be landed here unless instructions are given to the contrary before 10 A.M. TO-MORROW.
Goods not cleared by the 25th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 19th September, 1899. [5]

NORDDEUTSCHER LLOYD.
NOTICE TO CONSIGNEES.
S.S. "SACHSEN."

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th instant, will be subject to rent.
All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on TUESDAY, the 26th instant, and THURSDAY, the 28th instant, at 10.30 A.M. All Claims must reach us before the 5th October, or they will not be recognised.
Bills of Lading will be countersigned by the Undersigned.
No Fire Insurance has been effected.
MELCHERS & Co.,
Agents.
Hongkong, 19th September, 1899. [11664]

PACIFIC MAIL STEAMSHIP COMPANY.
NOTICE.

"CHINA."
The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
J. S. VAN BUREN,
Agent.
Hongkong, 21st September, 1899. [1-w 1]

NOTICE TO CONSIGNEES.
FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.
THE P. & O. S. N. Co.'s Steamship

"JAVA,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.
This vessel brings on Cargo—
From Italy, ex S.S. *Thamer*.
Optional goods will be landed here unless instructions are given to the contrary before 3 P.M. TO-DAY.
Goods not cleared by the 28th instant, at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd September, 1899. [1-w 5]

To be Let.

TO LET.
SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
PROPERTY lately occupied by the Bowington Saw Mills.
GROUND FLOOR, 52, PEEL STREET.
OFFICES—1st floor, No. 10, PRAYA CENTRAL (lately occupied by Messrs. MELCHERS & Co.).
"HARFORD" MAGAZINE GAP.
No. 4, RIFON TERRACE.
Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 28th August, 1899. [12]

TO LET.
ROOMS with or without BOARD, in CENTRAL POSITION. Summer Rates.
"H."
c/o of this Office.
Hongkong, 17th May, 1899. [6644]

TO LET.
OFFICE ROOMS on 1st floor of No. 4, Queen's Road, Central, (lately the IMPERIAL BANK OF CHINA).
Apply to
Compagnie d'Assurances
E. C. HOCHAPPEL,
Hongkong, 23rd March, 1899. [13984]

Intimations.

THE MUTUAL STORES
(SUB AGENTS LIPTON LIMITED,
57 & 59, QUEEN'S ROAD CENTRAL.)
ALL KINDS OF
PROVISIONS, CUTLERY, BRUSHES, BROOMS,
VINOLIA SOAPS AND SCENTS,
FANCY GOODS, TOBACCOS
AND CIGARETTES.
CHEAPEST HOUSE IN THE COLONY.
Hongkong, 3rd September, 1899.

NOTICE.
THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JEYES FLUID
THE BEST DISINFECTANT.
AVOID ALL RISK OF OUTBREAK BY ITS USE.
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 9th March, 1897. [11]

SIEN TING,
SURGEON DENTIST.
No. 10, PAGAN STREET.
TERMS VERY MODERATE.
Consultation free.
Hongkong, 27th September, 1898. [43]

DENTISTRY.
SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.
No. 4, Queen's Road Central.
Hongkong, 8th March, 1899. [184]

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN
Ice-House Road.
IS now in a position, in his new and complete premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. GROUPS and VIEWS a speciality.
Hongkong, 22nd September, 1898. [45]

LET EM ALL COME
TO
YEE CHON'S STUDIO
at No. 50, QUEEN'S ROAD CENTRAL, where PHOTOGRAPHS and PORTRAITS on IVORY are executed at Moderate Prices.
Hongkong, 2nd May, 1899. [1064]

NOTICE.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours—
HUTCHINSON HALL, British ship, Thurber—Chas. E. Richardson & Co.
Hongkong, 22nd September, 1899. [1-w 5]

The Share Market.
LATEST QUOTATIONS.
(September 23rd.)
Banks.
Hongkong and Shanghai Banking Corporation—347 per cent. prem.
The Bank of China & Japan, Ltd.—(Preference) nominal.
The Bank of China & Japan, Ltd.—(Ordinary) 11 buyers.
The Bank of China & Japan, Ltd.—(Deferred)—15.5 buyers.
Do. Do. —26.6.
National Bank of China, Ltd.—\$26.6.
Do. Do. —26.6.
Marine Insurance.
Union Insurance Society of Canton, Ltd.—\$26.6.
China Traders' Insurance Co., Ltd.—\$65.
North China Insurance Co., Ltd.—\$11.200.
Yangtze Insurance Assoc. Ltd.—\$122.
Canton Insurance Office, Ltd.—\$150.
Strait Insurance Co., Ltd.—\$5.
Fire Insurance.
Hongkong Fire Ins. Co., Ltd.—\$335.
China Fire Ins. Co., Ltd.—\$88.
Shipping.
Hongkong, Canton, & Macao Steamboat Co., Ltd.—\$30.
Indo-China Steam Navigation Company, Ltd.—\$71.
China and Manila S.S. Co., Ltd.—\$90.
Douglas Steamship Co., Ltd.—\$49.
China Mutual S. N. Co., Ltd.—(Preference)—19.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—15.10 buyers.
China Mutual S. N. Co., Ltd.—(Ordinary)—13 buyers.
Star Ferry Co., Ltd.—\$15.

Refineries.
China Sugar Refining Co., Ltd.—\$147.
Luxon Sugar Refining Co., Ltd.—\$54.
Mining.
Punjom Mining Co., Ltd.—\$84.
Do. Preference Shares—\$2.
Société Française des Charbonnages du Tonkin—\$235.
Queen Mines, Limited—\$30.
Jelebu Mining and Trading Co., Ltd.—\$13.80.
Raub Allain Gold Mines Co., Ltd.—\$62.
Olivers Freehold Mines, Ltd.—(A) \$71.
Olivers Freehold Mines, Ltd.—(B) \$71.
Great Eastern and Caledonian Gold Mining Co., Ltd.—\$2.70.
Docks, Wharves and Godowns.
Hongkong & Whampoa Dock Co., Ltd.—\$30.
Hongkong and Kowloon Wharf and Godown Company, Limited—\$98.
Wanchai Warehouse and Storage Co., Ltd.—\$45.
New Amoy Dock Co., Ltd.—\$18.
Lands, Hotels and Buildings.
China Provident Loan and Mortgage Co., Ltd.—\$9.75.
Hongkong Land Investment and Agency Co., Ltd.—\$115.
Kowloon Land and Building Co., Ltd.—\$29.
West Point Building Co., Ltd.—\$35.
Hongkong Hotel Co., Ltd.—\$133.
Humphreys' Estate and Finance Co., Ltd.—\$104.
Miscellaneous.
Green Island Cement Co., Ltd.—\$283.
China-Borneo Co., Limited—101.
A. S. Watson & Co., Limited—\$17.
Hongkong Electric Co., Limited—\$13.
Hongkong and China Gas Co., Ltd.—\$130.
Hongkong Rope Manufacturing Co., Ltd.—\$190.
Geo. Fenwick & Co., Ltd.—\$121.
Hongkong Ice Co., Ltd.—\$130.
Hongkong High-Level Tramways Co., Ltd.—\$147.
Dairy Farm Co., Limited—\$6.
Hongkong & China Bakery Co., Ltd.—\$25.
Campbell, Moore & Co., Ltd.—\$15.
Bell's Asbestos Eastern Agency, Limited—\$1 nominal.
Bells Asbestos Eastern Agency, Ltd.—\$5.
Carmichael & Co., Limited—\$8.
Hongkong Cotton Spinning, Weaving and Dyeing Co., Ltd.—\$35.
Ewo Cotton Spinning & W. Co., Ltd.—\$15. 68.
International Cotton Spinning Co., Ltd.—\$15. 75.
Loockung-mow Cotton Spinning & Weaving Co., Ltd.—\$15. 77.
Soy Chee Cotton Spinning Co., Ltd.—\$15. 350.
Yahloong Cotton Spinning Co., Ltd.—\$15. 55.
Tebrau Planting Co., Ltd.—\$1 per share.
Tebrau Planting Co., Ltd.—\$1.
BENJAMIN, K. & CO. (Share Brokers.)
Telegraph Address—"Rialto."

OPPIUM QUOTATIONS.
Hongkong, 23rd September.
New Patna 867 1/2 per chest.
New Benares 837 1/2
New Malwa 750/770 per picul.
Old Malwa 780/840
Persian, paper tied 670/750

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